

2014 Annual Transportation Safety Summit



On October 15, over a hundred safety partners participated in Montana's Transportation Safety Summit as part of the update of the Comprehensive Highway Safety Plan. In 2006, the Comprehensive Highway Safety Plan (CHSP) was developed in response to SAFETEA-LU legislation requiring all states to develop data-driven safety plans identifying emphasis areas and strategies that would have the biggest impact to reduce fatalities and injuries on Montana's roadways. The Montana Department of Transportation (MDT) took the lead in managing the development of the CHSP through collaborative interagency coordination with a unified focus on safety, so that all highway users in Montana will arrive safely at their destinations.

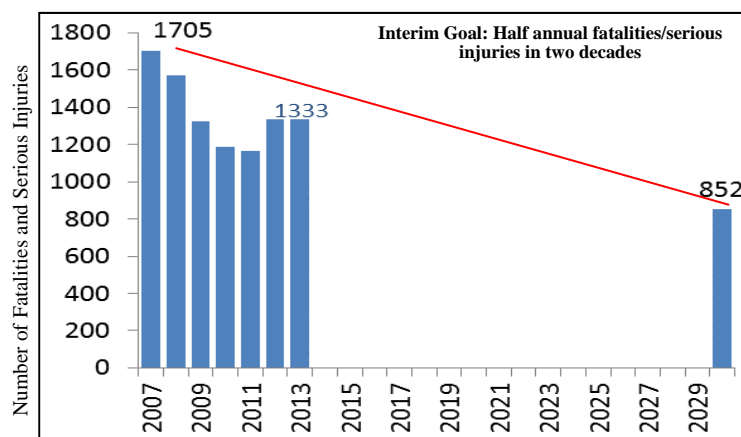
Every year since the inception of the CHSP, an annual transportation safety meeting has been held to provide an opportunity for emphasis area teams to report on the status of strategies and evaluate progress in reaching goals. This year, the format of the annual meeting was a Safety Summit to inform stakeholders of the Moving Ahead for Progress in the 21st Century Act (MAP-21) requirements, the progress of the CHSP update currently underway, and to gather input on potential

strategies. Moving forward, the emphasis areas are:

- ♦ roadway departure/intersection crashes
- ♦ impaired driving, and
- ♦ seat belt and occupant protection

MDT Director Mike Tooley welcomed participants and reinforced the importance of data-driven decisions and of focusing resources strategically on the areas where the greatest progress can be made. He underscored that the state's vision is to achieve **zero fatalities** and **zero injuries**.

Montana's Highway Safety Progress



Source: MDT Safety Management System



Surface Transportation Program Funding—Full Year Appropriations

During the evening session on Saturday December 13, the Senate passed the full year 2015 omnibus appropriations bill. Passing the last minute bill averted a repeat of the October 2013 government shutdown and provides obligation limitation for the Surface Transportation Program through the end of the federal fiscal year, September 30, 2015.

Under the bill, program funding levels remain essentially the same as FFY 2014, and allows state DOTs to continue to develop and award transportation projects until we reach the May 31 program extension deadline, or the Highway Trust Fund runs out of revenue. Recent projections make it a close call as to which may happen first.

If revenues come up short, it's anticipated that the Federal Highway Administration will implement cash flow management activities, as they have in the past, that would delay or pro-rate the amount of federal funds provided to the states to cover infrastructure expenditures; effectively shifting a portion of the federal aid project payment burden to state fund balances.

The revenue issue remains the central obstacle in developing much needed multi-year program authorization. As we move through the year and the picture unfolds, MDT staff will continue to effectively manage our program and support our Congressional delegation's efforts to ensure national investment in our critical infrastructure.

Senate Field Hearing - Bakken Region Impacts



Montana Sen. John Tester and U.S. Attorney Michael Cotter visit during the meeting. Photo courtesy of the Sidney Herald.

On September 26, Montana Senator Jon Tester held a field hearing in Sidney to discuss and identify possible solutions related to economic development, law enforcement, and infrastructure issues arising as a result of the rapid growth in the Bakken region.

The hearing consisted of a witness panel discussion in each of these three areas, with MDT's Director Mike Tooley participating on the Infrastructure Panel. Director Tooley informed the Senator of the additional roadway maintenance and improvement funding needed, estimated at \$52 million per year for the next 20 years to offset impacts due to increased traffic in the Bakken.

Senator Tester intends to take the information to Washington D.C. and find ways to bring resources and other solutions to the region.

Bicycle Forum A Success

On November 3, MDT hosted the first-ever MDT Bicycle Transportation Forum. The goal was to educate and engage bicycle stakeholders, advocates, local planning agencies, and partners, as well as members of the public about bicycle transportation planning, policies, engineering, and design practices undertaken by MDT.

More than 40 enthusiastic individuals attended the forum held in Helena, making the event a notable success. The forum was a pivotal step in the continuation of a dialogue between MDT and statewide bicycle transportation stakeholders to inform, educate, and find solutions together.

For more information, contact Angie Zanin at azanin@mt.gov or 444-9273.

Montana Transportation Commission 2015 Schedule

The Montana Transportation Commission meets at 8:30 a.m. in the Montana Department of Transportation Commission Room at 2701 Prospect Avenue in Helena except as noted below. The meeting dates are subject to change.

January 29	July 30 (held in district)
March 26	September 24
May 28	October 29

For more information, contact Commission Secretary Lori Ryan at 444-6821 or lryan@mt.gov or go to mdt.mt.gov.

Streamlining Project Delivery Thru Innovative Contracting

MDT utilizes a variety of tools to deliver the highway program using the best available contracting methods for each project. While most MDT projects use the Design Bid Build (D/B/B) contracting method, MDT also uses innovative contracting methods, such as Design Build (DB) and Job Order Contracting (JOC) for a small number of projects. The goal of innovative contracting is to deliver projects in a timely, cost effective manner while not sacrificing safety or quality.

Design Build (DB)

DB has been a very effective delivery tool for projects with compressed timelines, projects where contractors' means and methods are critical, and projects where MDT does not have a great deal of design or construction expertise. In 2005, MDT received legislative approval for a DB pilot program and in 2007, the legislature approved DB as a standard delivery tool. MDT has advertised 24 DB projects since 2005 with individual project costs ranging from \$600,000 to \$17 million.

Some DB projects since 2012 include:

- ♦ Rest Areas – Conrad, Teton Pass, Greycliff, Bearmouth, Flowing Wells, Reynolds Pass
- ♦ Bridges – Railroad and Highway – Clark Fork Bridge Rehab, Judith River Railroad Trestle
- ♦ Rockfall/Landslide Mitigation – I-90 Rockfall Mitigation, District 1 Slope Stability
- ♦ ADA Curb Ramps – Great Falls Curb Ramps
- ♦ Highway Reconstruction and Rehabilitation – I-15 Stickney Creek

Job Order Contracting (JOC)

JOC is a type of innovative contracting where contractors prepare unit price bids based on anticipated quantities of work specified in the contract. JOC is suited for a variety of work (routine maintenance activities, projects with minimal design, or projects with repetitive processes) and actual work locations and site-specific designs are determined during project development.

Some of the JOC opportunities for improvement over traditional contract delivery methods include:

- ♦ Increased responsiveness – It has been shown in a FHWA JOC presentation that using JOC project delivery; construction can begin 75-85 percent faster than traditional contracting methods.
- ♦ Lower costs
 - ⇒ Reduced design costs – As part of the JOC, the Technical Specifications are already developed so there is no need to write them again for each contract.
 - ⇒ Lower procurement costs – Procurement costs are reduced because it is not necessary to develop, advertise, and award individual contracts for every small to medium sized project.
 - ⇒ Lower direct construction costs – It has been shown that direct construction costs have been lowered due to a reduction in contingencies, indirect costs, and volume discounts from contractors.

Continued on next page

Streamlining Project Delivery *continued from previous page*

- ⇒ Reduced post award costs – By having a well-defined scope and tasks, change orders are reduced or eliminated.

The department received FHWA's approval to use this method in April 2014. The first JOC's were a statewide safety project to upgrade the wrong way treatment (signing and pavement markings) on interstate ramps. There have been five of these district-wide safety projects let. The cost of aluminum sheeting, which was a significant component of the project, was reduced from the average bid price. There were also a large number of bidders on each project, demonstrating strong interest and generating healthy competition. The next set of JOC's is a statewide safety project for curve delineation. The Missoula curve delineation project is underway and there will be a JOC for each district. As MDT shifts from building new alignments to maintaining existing ones, the use of JOC should continue to grow.

Construction Manager/ General Contractor (CM/GC)

In the 2015 Legislative Session, MDT is seeking legislative authorization to use an additional alternative contracting method known as Construction Manager/General Contractor or CM/GC. CM/GC differs from traditional contracting. Unlike with D/B/B contracting where the construction contractor is not selected until after plans have been developed, with CM/GC a contractor is hired during the plan development phase to assist in identifying innovations and providing construction ideas, contractor methods, and accepting project risk. The CM/GC contracting method is a good option for transportation projects where unique challenges call for special qualifications and contractor involvement during the design phase.

Some of the main benefits to the CM/GC contracting method are:

- ♦ High level of partnering. – CM/GC fosters good relationships, which are beneficial to all
- ♦ Optimize innovations
- ♦ Risks are managed throughout the project delivery by the team
- ♦ Improved
 - ⇒ Design
 - ⇒ Cost control
 - ⇒ Constructability
- ♦ Improved schedules/reduced impact to the public
- ♦ Reduced change orders
- ♦ Lower costs
 - ⇒ Savings in design
 - ⇒ Savings in construction
 - ⇒ Savings from innovation
 - ⇒ Savings from reduced/retired risk

MDT is working with and has the support of Montana Contractors Association (MCA), American Council of Engineering Companies (ACEC), and FHWA to advance the CM/GC contracting method. MDT has also met with and researched the CM/GC models of other Western states including Utah, Arizona, and Nevada. With legislative approval, MDT and its partners will thoughtfully review what has worked for these long-time users and develop the best model for Montana.

New Fleet of TowPlows Ready to Work this Winter

With winter road conditions upon us, the Montana Department of Transportation (MDT) is ready. Plows are on the trucks, drivers are trained, materials are stockpiled, and MDT's newest snow removal equipment, TowPlows, are making their debut clearing roads across the state.

The TowPlow is a steerable, trailer-mounted plow that is pulled behind a snowplow truck. It can be rotated to one side of the truck, which doubles the plow width of a tandem-axle snowplow truck.

The 26-foot-wide plow gives the operator the ability to move snow efficiently and safely from two lanes of roadway in one pass. The efficiency of clearing double the lanes with half the resources is increasingly important as Montana's highway system expands. Eight TowPlows are now in the fleet and will be used at Lookout Pass, Kalispell, Helena, Townsend, Bozeman, Great Falls, Billings, and Glendive.

TowPlows have been used successfully in other states for several years, but many Montana drivers have never seen one in action. The TowPlows are equipped with a granular spreader and a tank for dispensing liquids for snow and ice control.

When the TowPlow is activated and rotated to the side, it may appear that a snowplow truck has a jackknifed trailer. Don't be alarmed. MDT's experienced drivers have the situation under control, and the TowPlow is where it's supposed to be. To see TowPlows in action, go to <http://www.mdt.mt.gov/towplows/>. In addition to the new TowPlows, standard plows will continue clearing roads throughout the state. Motorists are urged to use the following safety tips when encountering any snow removal equipment:

- ♦ Slow down.
- ♦ Don't crowd the plow - stay at least five car lengths from the snowplow.
- ♦ Be patient. Periodically, the plow operator will pull off the road or rotate the TowPlow out of the way to allow vehicles to pass.
- ♦ Be particularly aware of icy conditions on surfaces such as bridge decks and entrance and exit ramps.
- ♦ Turn on headlights and turn off cruise control settings.

To receive updated information on road conditions call 511, download MDT's mobile application, or visit mdt511.com before you drive.



MDT TowPlows are making their debut clearing Montana's roads.

MDT Grants Offered for OPI Montana Behavioral Initiative “Empower Your Drive”



MBI Youth Days student shows off the #VisionZeroMT t-shirt.

The MDT State Highway Traffic Safety Section is partnering with the Office of Public Instruction’s Montana Behavioral Initiative (MBI) Program by offering grant funds to teens to develop traffic safety messages to influence their peers.

A team from MDT’s State Highway Traffic Safety Section will provide information, materials and tools at five workshops around the state (Great Falls Kalispell, Bozeman, Sidney, and Billings) for teens who choose to work on a traffic safety project in their school.

Student grants will come from National Highway Traffic Safety Administration funding administered by MDT.

The MBI takes a proactive approach to educating teens on a variety of high-risk behaviors at regional MBI Youth Days student retreat workshops. Participating teens learn leadership skills and create action plans for behavior change to take back to their communities. This collaboration with MBI is part of an effort to tap into the power of peer-to-peer messaging in a positive way to relay a traffic safety message.

Data from MDT shows that 77 percent of 14- to 19-year-olds who were seriously injured in crashes during the past 10 years were in vehicles driven by a teenager—and almost half of them were not properly buckled up! That is why *motor vehicle safety* is being included at this year’s Montana Behavioral Initiative regional workshops under the theme: “Empower Your Drive.” The primary focus is on wearing seat belts, but other traffic safety topics are also eligible for funding.

Peer education, teen driver safety, and other strategies are intended to support Vision Zero, the overall goal of MDT and its partners —zero deaths and zero serious injuries on Montana’s roadways (#VisionZeroMT). MDT staff will make a presentation about the importance of buckling up and provide resources for those teams who choose the “Empower your Drive” peer-to-peer program. More information is available at http://plan2live.mt.gov/teen_challenge.shtml or contact Janet Kenny at 444-7417 or jakenny@mt.gov.

64th Legislature to Consider Primary Safety Belt Legislation

The Montana Legislature will be asked to consider primary safety belt legislation during the 2015 Legislative Session. Enacting a primary seat belt law will save lives, reduce health care costs due to serious and incapacitating injuries, and prevent many families from knowing the tragic consequences of highway crashes.

Montana law currently requires vehicle occupants to wear safety belts, but does not allow law enforcement officers to stop a vehicle solely because an occupant is not buckled. Montana does have a primary child passenger safety law for children under six years old and weighing less than 60 pounds. Motorists traveling with children who are not properly restrained may be stopped for this violation.

In 2013, 105 of the 186 people killed in automobile crashes on Montana highways were not wearing a safety belt. The National Highway Traffic Safety Administration estimates that a primary safety belt law will increase safety belt usage by 10 percent. For Montana, this equates annually to at least 15 lives saved, 118 serious injuries prevented, and \$39 million savings in costs associated with crashes.

Safety belt use also reduces health care costs. In 2010, the economic costs due to motor vehicle crashes in the U.S. amounted to \$277 billion. Montana citizens paid \$1 billion of these costs. That is \$1,030 for every resident of Montana each year. About 75 percent of the costs are paid by citizens not involved in the crashes. Crashes cost Montana employers more than \$119 million annually, which is about \$290 per employee (based on 2000 dollars). The benefits of seat belt use outweigh the costs of a primary seat belt law.

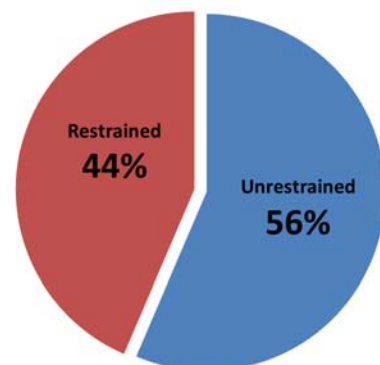
For more information, visit http://plan2live.mt.gov/default_seatbelt.shtml.

Montana’s Vision Zero initiative is a multifaceted goal of reducing fatalities and serious injuries due to motor vehicle crashes with the support of every Montanan. Buckle Up, Every Trip, Every Time!

For more information, contact Janet Kenny at 444-7417 or jakenny@mt.gov.

Were They Wearing Safety Belts?

2013 Montana Occupant Fatalities



In Montana, in the last ten years (2004-2013):

- ♦ 62 percent of all fatalities (2309) in automobile crashes were not wearing seat belts or were wearing the seat belts improperly.
- ♦ Drivers ages 18-25—71 percent of all fatalities (492) in automobile crashes were not wearing seatbelts or were wearing the seat belts improperly.

MONTANA'S DUI TASK FORCES

preventing impaired driving and crashes

...AT THE COUNTY LEVEL

Impaired driving means driving while under the influence of alcohol or drugs, and is one of the most serious safety issues facing Montana. It irreparably touches every individual across Montana. Recognizing the need for a grass-roots approach to highway safety, the Montana legislature established state law 61-2-106, which provides reinstatement of 50 percent of license fees collected to counties that have established DUI task forces. Through the combination of education, enforcement, prosecution, adjudication, and supervision, gains have been made in reducing impaired driving fatalities across Montana. However, the overall number of fatalities in Montana is still unacceptable and preventable.

Having access to ongoing funding options through reinstatement fees and other contributions, county DUI task forces have a local approach that can be successful in identifying and addressing specific problem areas in communities. In 2014, county DUI task forces received approximately \$469,000 in reinstatement fees. Currently, Montana has 30 operating DUI task forces representing 34 counties.

County task forces are authorized by state statute and county commissioners. They invite participation from a cross-section of community representatives to maximize their reach and effectiveness. DUI task force goals are to prevent driving while under the influence of alcohol, reduce alcohol-related traffic crashes, and educate the public on the dangers of driving after consuming alcohol beverages or other chemical substances that impair judgment or motor functions.

Each task force appoints a coordinator or chair that oversees the implementation of the county DUI plan and budget. The task force assesses county-level data and implements strategies based upon need. These strategies might include the following:

- ♦ Data collection
- ♦ Enforcement, prosecution, adjudication, and supervision
- ♦ Legislation
- ♦ Public education
- ♦ Rehabilitation
- ♦ Reporting

These county-based groups illustrate the benefits of a local approach in solving local problems by utilizing a multi-pronged strategy. MDT's Highway Safety Section provides ongoing technical assistance to task forces and encourages all counties in Montana participate in DUI task forces. Visit this http://www.mdt.mt.gov/safety/dui_taskforces.shtml for detailed information about operating task forces and applicable resources.

For more information, contact Kevin Dusko at 444-7411 or kdusko@mt.gov.

In Montana, in the last ten years (2004-2013):

- ♦ Impaired drivers were involved in almost half of all roadway fatalities in Montana. (1065/2241)
- ♦ Impaired drivers between the ages of 18 and 25 accounted for 30% of Montana's impaired driver involved fatalities.

MDT Grant Application Due Dates

**Highway Traffic Safety Grants due
March 1, 2015**

For more information see:

<http://www.mdt.mt.gov/safety/grants.shtml>

or contact Janet Kenny at 444-7417

Transit Grants due March 1, 2015

For more information see:

http://www.mdt.mt.gov/business/grants_transit.shtml

or contact David Jacobs at 444-9192

Transit Tales

MDT Transit Hosts Annual Fall Transit Management Training

The MDT Transit Section hosted the annual Fall Transit Management Training on October 1-2. The training covered a variety of topics including Vehicle Maintenance and Management, Medicaid Transportation, Financial Management, Disadvantaged Business Enterprise, technology updates, training programs, and the yearly discussion on how to successfully apply for grant funding.

Fifty-one participants attended from more than 37 agencies serving the general public, elderly, and disabled attended.

Nationally known speaker, Halsey King, gave an in-depth presentation on vehicle maintenance and management. His discussion centered on repair, inspection, and management of vehicle fleets. Rob Tassinari from the Federal Transit Administration's National Rural Transit Assistance Program presented on the latest training modules available to aid transit providers in their day-to-day public services. Transit providers and MDT staff were provided the opportunity to network with one another through roundtable discussions.

For more information about the workshop, contact David Jacobs at 444-9192 or dajacobs@mt.gov.



Halsey King gave an in-depth presentation on vehicle maintenance and management in rural transit systems.

Canadian Economic Development Impact on Northern Montana Highways - Phase II

Ports of Wildhorse and Morgan Highway Corridors

MDT Research has posted the final report for the Impact of Canadian Economic Development on Northern Montana Highways (ICED) – Phase II: http://www.mdt.mt.gov/research/projects/mcs/canada_impact_nhwy.shtml.

The primary objective was to determine whether highway infrastructure in Montana is capable of supporting additional traffic resulting from 16-hour, 7-day-a-week ports at Wild Horse and Morgan. Secondary objectives included the production of traffic forecasts along the S-232 corridor (between US 2 at Havre and Wild Horse) and along the US 191 corridor (between US 2 at Malta and Morgan), while considering the effects of:

- ♦ Canadian economic development, in particular from energy investments in Alberta and Saskatchewan.
- ♦ Potential harmonization of Truck Size and Weight (TS&W) regulations.
- ♦ Reorganization of the Canadian Wheat Board.
- ♦ Planned infrastructure improvements in the region.

The analysis of recent macro-economic and trade data led to the following results:

- ♦ The region, overall, was better able to weather the effects of the Great Recession than other states and provinces. Growth in Gross Domestic Product (GDP) in Alberta and Saskatchewan was particularly strong in recent years. Growth in Montana was more subdued, but the state generally fared better than the rest of the U.S., in terms of income growth and employment in particular.
- ♦ While the economies of Alberta and Saskatchewan have experienced rapid structural shifts in the past decade, the structure of Montana's economy has remained relatively stable.
- ♦ U.S. imports from Canada through Montana ports have decreased in value and volume since their pre-recession peak of 2008. Growth resumed after 2009, but total import value was about 30 percent lower in 2012 than four years earlier, and about 14 percent lower in tonnage.
- ♦ After a sharp decline in 2009, U.S. exports to Canada increased steadily in 2010 and 2011 and exceeded their pre-recession peak by over \$2.0 billion in 2012.

This research suggests that enhanced port services would not require substantial Montana highway improvements in the near or middle term. Both highway corridors of interest are operating at high levels of service and are projected to continue to do so under current plans with or without extension of port service hours.

Research Corner

2014 Summer Transportation Institute

The Western Transportation Institute (WTI) at Montana State University (MSU) in cooperation with MDT hosted the 2014 Summer Transportation Institute (STI). STI is intended to spark interest in transportation careers, aid in the development of the next generation of engineers, scientists, planners, and designers, and address the nation's need for a diverse pool of transportation professionals. The STI recruited rising tenth, eleventh, and twelfth grade students from a mix of backgrounds and hometowns. The program was free to all selected participants with program expenses paid by a grant from the Federal Highway Administration and in-kind contributions from MDT, WTI and MSU. Students lived on campus while learning about career opportunities in transportation. The two-week program provided a multidisciplinary academic curriculum, which included guest speaker presentations, hands-on laboratories, and field trips.

Twelve students participated in the program at MSU from June 15 to June 27. Students learned about all modes of transportation and gained leadership skills while working on team design-build projects. Topics and activities included road ecology, urban planning, traffic engineering, geotechnical engineering, concrete mix designs with the actual mixing of concrete batches and testing for strength, bridge design and a team design and build competition, aviation, and traffic safety/human factors. Highlights included field trips to the MDT headquarters in Helena, Gallatin Field Airport, Holcim cement plant and quarry, and a tour of the Knife River asphalt plant and gravel pit. In addition, the participants learned about college preparation and career planning.

More information about this year's program can be found on Research's website at <http://www.mdt.mt.gov/research/projects/admin/summer.shtml>.

STI program and application information can be found on WTI's website at <http://www.wti.montana.edu/education/summertransportationinstitute/>.



Transportation Institute attendees visited Gallatin Field Airport.

MDT research programs serve to discover, develop, and extend knowledge needed to operate, maintain, and improve the statewide multimodal transportation system.

“A Man of Vision and Quick Perception”: Donald A. McKinnon

By Jon Axline, MDT Historian

Between 1918 and 1972, the day-to-day operation of the MDT was administered by State Highway Engineers. There were eleven State Highway Engineers between 1918 and 1972. Appointed by the governor, the engineer managed the department and served as the liaison between it and the highway commission. Some engineers had an enormous impact on the MDT, while others less so. Regardless, it was a high profile, high stress position that was often weighed down by politics. Few State Highway Engineers stand out more in MDT's history than Don McKinnon.

Born in Sioux Falls, South Dakota, in 1895, Donald Alexander McKinnon graduated with a degree in Civil Engineering from the University of South Dakota in Vermillion in 1919. He took a hiatus from his education during World War I, where he served as a captain in the Army's 147th Field Artillery Regiment. Upon graduation, he went to work for the South Dakota Highway Department, rising to the position of chief engineer of that organization from 1926 to 1928. Thereafter, he worked for a consulting firm in South Dakota before taking a job with the federal Public Works Administration (PWA) in 1933. In 1933, the PWA transferred McKinnon to Montana where he worked as the agency's State Engineer until July 1935, when Governor Frank Cooney appointed him to MDT's State Highway Engineer position.

McKinnon assumed command during an exciting and turbulent time in the department's history. The Great Depression had rendered the old Federal-Aid funding method superfluous since most of the states couldn't raise enough matching funds to obtain federal money. Montana relied on unsecured bonds, called debentures, to provide some matching funds, but most of the federal money rolling into the state by 1935 was in the form of grants designed to stimulate the economy by putting the unemployed back to work on road projects. McKinnon took over at a critical time in the 1930s when MDT was literally transforming one of the nation's poorest highway systems into one of the most modern highway systems in the United States.

Shortly after coming to MDT, McKinnon reorganized the department, created a Planning Survey Office, ramped up snow removal on state highways, implemented the Federal Emergency Relief Act of 1935, initiated a tourist traffic survey, and established a department promotion policy and graded pay scale – the first for MDT. McKinnon was an able negotiator with the labor unions and a strong supporter of the emerging MDT tourism programs. He was also the force behind the construction of the first highway department building, at the corner of North Roberts and Sixth Avenue on the Capital campus, in 1937. For the first time, all MDT's operations were consolidated under one roof.

McKinnon was the prime mover behind the department's use of bituminous surfacing on the state's highways during the 1930s. Bituminous surfacing is a type of road asphalt that saw widespread

use beginning during the Great Depression. He realized that there was a “complete lack of standardization or uniformity of method or practice in the use of the material.” In 1935, he organized the first Montana Bituminous Conference to “familiarize Highway Department personnel with the many ramifications of bituminous research, construction, and maintenance.” Held in Butte, the conference

attracted 140 attendees from 14 states and two Canadian provinces. Subsequent meetings attracted hundreds of engineers from all over the United States, Europe and Japan. McKinnon was acknowledged as a leader in the field and went on to serve as vice president of the American Association of State Highway Officials and as a board member of the Western Association of State Highway Officials.

In late 1936, Montana Governor Elmer Holt launched a campaign against the State Highway Commissioners over their alleged misuse of per diem. The hearings expanded to include other issues the governor felt needed attention as well. One of those involved McKinnon, his fiancé, and his living arrangements. A

bachelor, McKinnon rented a room from Otto Jawort, the MDT's Planning Survey Supervisor. Jawort's daughter, Marion, worked as the secretary of the Montana Contractors' Association. Governor Holt believed McKinnon was leaking information about upcoming MDT contracts to the MCA through Marion. Although never proven, the governor forced McKinnon to resign his position in January 1937. With Holt's departure from office, however, new governor, Democrat Roy Ayers, reappointed McKinnon to the State Highway Engineer's position. McKinnon married Marion Jawort in February 1938.

Despite the political roller coaster in 1936 and 1937, Don McKinnon was a popular leader at the department during his tenure. He captained the MDT's softball team and participated in many other activities there. In 1938, Robert Fletcher described the “jovial” and “rotund” McKinnon as “a ‘yes’ or ‘no’ guy. There is no quibbling, nor temporizing about him, and his batting average is tolerably high for any league.”

With the election of Republican governor Sam Ford in 1940, McKinnon's time at MDT came to an abrupt end. Ford made no secret of his wish to remove McKinnon from the position and, in January 1941, the engineer resigned and was replaced by Howard H. Holmes. Don McKinnon served in the U.S. Army during World War II and, in 1946, formed a contracting company with E. J. Decker. The McKinnon-Decker Construction Company was active in Montana, obtaining many contracts with the Montana Highway Department, until 1954 when the partners dissolved the firm. McKinnon then left Montana for California where he died in October 1970. He left behind a first-class legacy in Montana. Between 1937 and 1941, he spent \$32 million improving 4,000 miles of highways. Much of McKinnon's stewardship can still be seen on Montana's two-lane highways and in the basic organization of the MDT even today.



This photo was taken in 1938 when the Montana Highway Department won the American Steel Institute award for the Essex Bridge across the Middle Fork of the Flathead River. McKinnon is the fifth gentleman from the left leaning on the bridge end post.

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

**Rail, Transit & Planning Division
Montana Department of Transportation**

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MDT Wants Your Comments

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit http://www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf, or give us a call at 1-800-714-7296. You can mail your comments on proposed projects to MDT at the following address or e-mail them to mdtnewprojects@mt.gov.

MDT Project Analysis Manager
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Helena, MT 59620-1001

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Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 406-444-7696 or 800-335-7592.

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Transportation Assistance for Montana Communities - 2014

Montana's local governments face numerous challenges in improving and maintaining their transportation infrastructure and services. Transportation needs outpace available funding at all levels. MDT administers many funding and planning programs that help local governments address their local transportation needs. Following are some MDT-administered programs that support local projects:

Infrastructure and Capital Assistance

Fuel Tax Allocations - Counties and cities receive a portion of state fuel tax receipts based on statutory formulas for the construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys. For more information, contact Ed Ereth at 444-6111 or visit www.mdt.mt.gov/business/fueltax.

Surface Transportation Program-Urban - Federal and state matching funds are allocated to Montana's urban areas (areas with a population greater than 5,000) for improvements to the Urban Highway System. Priorities are identified at the local level through established planning processes that include the public. Funds are primarily used for street reconstruction, rehabilitation, and traffic operation improvements. For more information, contact Carol Strizich at 444-9240.

Surface Transportation Program-Secondary - Federal and state matching funds are allocated based on a statutory formula for improvements on Montana's Secondary Highway System. Capital construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and pavement preservation improvements. For more information, contact Wayne Noem at 444-6109.

Urban Highway Pavement Preservation - Federal and state matching funds are provided for cost-effective treatments to Urban Highway System routes. These improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. Priorities are identified through MDT district and local government consultation and are based on pavement management systems developed and maintained at the local level. For more information, contact Paul Johnson at 444-7259.

Transportation Alternatives - Federal and non-federal matching funds are provided for transportation alternative projects. Eligible projects include, but are not limited to, pedestrian and bicycle facilities, turnouts, overlooks, and viewing areas; lighting and safety-related infrastructure; projects to achieve ADA compliance; and environmental mitigation and wildlife connectivity. Projects are prioritized through a competitive process in accordance with federal eligibilities and requirements under MAP-21. For more information, contact Mike Wherley at 444-4221 or visit www.mdt.mt.gov/mdt/ta_application.shtml.

Highway Safety Improvement Program (HSIP) - Federal funds are available with state matching funds for infrastructure projects that improve highway safety. These funds can be utilized for any public road projects such as signing, striping, guardrail installation, slope flattening, and intersection improvements. For more information, contact Kraig McLeod at 444-6256 or visit www.mdt.mt.gov/publications/docsforms/hsip_application.pdf

Off-System Bridge Program - Federal and state matching funds are allocated for replacement and repair of locally maintained bridges. Construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and surface preservation improvements. For more information, contact Wayne Noem at 444-6109 or Kent Barnes at 444-6260.

Montana Air and Congestion Initiative (MACI) - Federal and non-federal matching funds through this unique MDT program are for strategies to proactively address air quality issues related to carbon monoxide and particulate matter. Projects in eligible air quality nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Eligible projects include the purchase of street sweepers and flush trucks necessary to reduce particulate matter and the funding of intersection channelization and signal synchronization projects to reduce carbon monoxide emissions. For more information, contact Diane Myers at 444-7252.

EMS Grant Program - State funds are available through a competitive process to volunteer emergency medical providers for acquiring or leasing ambulances or emergency response vehicles, training, communication equipment, and for medical care equipment. For more information, contact Audrey Allums at 444-4210.

Montana Essential Freight Rail Loan Program - MDT administers a state program that provides loans for railroad improvements including construction, reconstruction, or rehabilitation of rail lines and related facilities. Eligible parties include railroad owners and operators and certain port authorities. For more information, contact Diane Myers at 444-7252.

Transit - Federal funding programs administered by MDT support community transit systems with operating, capital, and facility costs. A locally developed coordination plan is required which must include general public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal Transit funds. For more information, contact David Jacobs at 444-9192 or visit www.mdt.mt.gov/business/grants_transit.shtml.

City Park Rest Areas - State funds are provided for funding assistance to local governments to maintain or improve existing City Park Rest Area facilities that MDT determines are acceptable. Proposals for assistance must directly benefit the traveling public. Improvements or expenditures must be reviewed and approved by MDT to be eligible for local government reimbursement. For more information, contact Sheila Ludlow at 444-9193.

Ferry Boat Program - Federal funds are mainly for Chouteau and Blaine Counties with some involvement with Fergus County for funding improvements to the ferries and facilities. For more information, contact Wayne Noem at 444-6109.

Planning and Technical Assistance

Systems Impact Analysis Process (SIAP) - MDT's SIAP ensures a coordinated review of major developments initiated outside of MDT that may significantly and permanently impact the state transportation system. MDT coordinates development reviews with Montana's local governments to ensure their concerns are addressed and provides technical assistance to local governments interested in developing local processes similar to SIAP. For more information, contact Mike Tierney at 444-9416.

Multimodal Transportation Plans - Outside of Billings, Great Falls, and Missoula, there are no federal or state requirements for transportation plans. However, MDT provides financial and technical support for transportation planning in other Montana communities, including some of our fastest growing cities. These cooperative planning efforts are usually managed by the local planning offices to ensure consistency with other planning efforts. The plans help identify deficiencies, needs, and funding to ensure an efficient, safe, and modern transportation system. For more information, contact Carol Strizich at 444-9240.

Travel Demand Forecasting - MDT develops and maintains state-of-the-art computer models in Montana's larger communities to forecast future travel demand and analyze alternative transportation improvements to accommodate existing and future demand. MDT works with cities, counties, and other government agencies in the development of these models, which help inform decisions about future transportation network needs. For more information, contact Carol Strizich at 444-9240.

Corridor Planning Studies - MDT provides financial and technical support toward the development of prioritized and selected corridor planning studies. The goal of these studies is to better scope projects before moving into the project development process, to achieve the lowest level environmental document while minimizing project delivery costs and time, and providing early opportunities for public and resource agency participation. For more information, contact Carol Strizich at 444-9240.

Safety Planning - This MDT program provides technical and financial assistance to local governments for the development of Community Transportation Safety Plans. Through a coordinated process, safety stakeholders and agencies identify the specific transportation safety issues in a community, develop strategies to address those issues, and determine the responsible agency/individual to monitor implementation of each strategy. Participating communities must demonstrate a commitment to implement and monitor progress. For more information, contact Pam Langve-Davis at 444-7646.

Information & Education

Research Programs - MDT conducts research to discover, develop, or extend knowledge needed to operate, maintain and improve Montana's multimodal transportation system. Interested parties can propose research topics by April 30 each year through MDT's

annual solicitation process. Guidelines are available at www.mdt.mt.gov/research/unique/solicit.shtml. For more information, contact Sue Sillick in MDT's Research Section at 444-7693.

State Highway Traffic Safety Programs - These programs provide funds to eligible applicants to promote the use of occupant restraints and prevent impaired driving. For more information, contact Janet Kenny at 444-7417.

Bicyclist and Pedestrian Information - Clearinghouse for MDT's bicycle/pedestrian coordinator who reviews planned construction projects for bicycle/pedestrian safety and access issues. The staff acts as a liaison between MDT and bicycle/pedestrian interest groups. For more information, contact Angie Zanin at 444-9273.

Data Collection and Management

MDT collects and maintains information about Montana's transportation system. Available to government entities and the public, this information includes a comprehensive location inventory of all roads open to public travel in Montana, including basic physical attributes such as length, width, and surface type; traffic volume and classification data on roads owned and/or operated by MDT (with some additional data on local roads); and mapping and GIS services and products, including the official Montana State Highway map. For information, contact Ed Ereth at 444-6114.

Additional Support

Most federal-aid funding for projects and programs require non-federal matching funds. Although not required to do so, the state provides matching funds for most infrastructure projects on the state highway system. Additionally, in times of federal program growth, the state has passed the growth in federal program funding on to programs of importance to local governments through the State-level Urban and Secondary Highway Programs.

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fairly as possible. MDT continues its commitment to support local transportation planning and projects to ensure a safe and reliable transportation system for Montana communities. For more information, visit MDT's Rail, Transit and Planning Division website at www.mdt.mt.gov/mdt/organization/railtran.shtml.

Examples of Assistance MDT Provided in 2014

- MACI program provided 3 sweepers and 10 flush trucks to 13 communities to address air quality issues.
- Granted funding to 39 transit providers and 5 intercity bus providers. Public transportation was available on all Montana Reservations.
- 19 communities received Emergency Medical Service equipment totaling more than \$1 million.
- Purchased 33 in-car video cameras and four body worn video cameras for numerous Montana Law Enforcement agencies.